



Ralph Peters On Railway Mail Pay

A controversy has been raging in the columns of the press between the railroads and the Federal Post Office Department over the question of proper compensation for handling the United States mails. Mr. Ralph Peters, Chairman of the Railway Mail Committee, when asked to state the railroad side of the controversy to the American farmer, said in part:

"The railway mail pay question will be settled—and settled permanently and with justice to all concerned—as soon as the American people realize that the whole subject, while seemingly complicated and technical, boils down to a few simple points of fair business dealing which no one need be a rate expert to understand.

"The first is that the Post Office Department weighs the mails, and re-adjusts the pay of the railroads, only once in four years. This compels the railroads to carry the increase in the mail tonnage during the intervening years without pay—manifestly an injustice in the case of a rapidly growing business. One consequence has been that last year the railroads carried fully half the parcel post for nothing.

"A second point is this: In addition to carrying the mails, the railroads are required to operate many traveling post offices for sorting and distributing the mails while in transit. But the Post Office Department pays for such post offices only where they occupy whole cars, and pays nothing in the many cases in which it merely requires the use of post office apartments in combination cars, although such apartments differ from the full railway post office cars only in size. More than 4,200 apartments of this character have been fitted up, and are maintained for the exclusive use of the Post Office Department. Failure to pay for them has been an especial hardship to the smaller roads on which the Department does not find it necessary to utilize whole cars.

"One last point: In thousands of instances (though not in all) the Post Office Department requires the railroads to carry the mails back and forth between railroad stations and post offices, but pays them nothing for this extra service beyond the rates covering the rail transportation. The railroads have no choice but to perform this additional service gratis, or refuse to carry the mails at all.

"Now for the remedies the railroads ask: They do not ask to have the mails weighed daily, or to have each shipment weighed and paid for separately, as is done in the case of private shippers. They merely ask to have the mails weighed, and the pay of the railroads adjusted, at least once a year, instead of once in four years. They also ask that apartment post office cars be paid for, at reasonable rates, according to size. Lastly, they ask that the Post Office Department cease to require of them free messenger service between stations and post offices, and either relieve them of this service or pay fairly for it. These are the reforms the railroads ask of Congress. They gladly lay these reforms before the public, confident that they will appeal to the common sense and fairness of American voters."

Already Taken.

"I wouldn't marry the best man on earth," said Belle scornfully to her dearest friend.

"I guess you wouldn't," said Claire happily. "He has promised me that he'll never marry again, even if I should die."—Ladies' Home Journal

Close Observer.

Mrs. Jones—Mrs. Jimma has a new pink chiffon over cream satin with eero trimmings and basque effect with a toque hat with heron wings and—Mrs. Hakon—Where is she? Mrs. Jones—I saw her as the elevator shot past this floor.—New York Globe.

To Change Umbrella Handles.

Sometimes a person would like to change an expensive umbrella handle to another umbrella and fasten it on solid. This can be done by cleaning out the hole left in the handle from the old rod and filling the hole with powdered sulphur. Place the handle in a solid upright position and after heating the umbrella rod red hot push the rod down into the hole containing the sulphur. The hot rod fuses the sulphur, and when cool it will hold the rod solid. This method may be applied to fastening rods into stone, iron or wood.—Popular Mechanics

Censor Opened Prince's Mail.
London.—When the Prince of Wales sent two long letters to his mother describing his experiences at the front they were opened by the censor in the same manner as those of ordinary soldiers.

Notice of Contest C. 5744

Department of the Interior, United States Land Office at Clayton, New Mexico, July 28th, 1915.
To William R. Hancock, of Pasamonte, New Mexico, and Butler, Oklahoma, Contestee:

You are hereby notified that Jajillo, who gives Pasamonte, New Mexico, a this post-office address, did, on July 28th, 1915, file in this office his duly corroborated application to contest and secure the cancellation of your homestead Entry, Serial No. 00814, made November 23, 1909, for Sw. 1-4 Ne. 1-4; W. 1-2 Se. 1-4; Se. 1-4 Nw. 1-4; E. 1-2 Sw. 1-4, Sec. 27, and Nw. 1-4 Ne. 1-4; Ne. 1-4 Nw. 1-4, Section 34, Township 25N., Range 30E., N. M. P. Meridian, an das grounds for his contest he alleges that said William R. Hancock has wholly abandoned the said tract of land for more than four years last past, and prior to this contest. That said entryman has failed to cultivate and improve said land as required by law, and said defaults still exist, and title to the land has not been earned.

You are, therefore, further notified that the said allegations will be taken as confessed, and your said entry will be canceled without further right to be heard, either before this office or on appeal, if you fail to file in this office within twenty days after the FOURTH publication of this notice, as shown below, your answer, under oath, specifically responding to these allegations of contest, together with due proof that you have served a copy of your answer on the said contestant either in person or by registered mail. You should state in your answer the name of the post-office to which you desire future notices to be sent to you.

PAZ VALVERDE, Register.

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ANNOUNCEMENT

The following prices f. o. b. Detroit, effective Aug. 2, 1915:
FORD RUNABOUT \$300.00
FORD TOURING CAR 440.00
FORD TOWN CAR 640.00

There can be no assurance given against an advance in these prices at any time. We guarantee however that there will be no reduction in these prices prior to Aug. 1, 1916.

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On August 1, 1914 we made the announcement that if we could make and sell at retail 300,000 Ford cars between Aug. 1, 1914 and Aug. 1, 1915 we would share profits with the retail purchasers, to the extent of from \$10 to \$50 on each car. We have sold over 300,000 Ford cars in the time specified, and profit-sharing checks of \$50 each will be distributed as rapidly as possible after Aug. 15, 1915. Retail purchasers who have not yet mailed us their profit-sharing coupons properly endorsed, should do without delay.

Our plan to profit-share with retail purchasers of Ford cars during 1914-15 has been more successful. We thoroughly believe in it, but realizing the uncertainty of conditions generally makes it advisable to defer any announcement of future profit-sharing until a later date. We are now ever, confident of our inability to reduce cost for several months, and therefore can offer no profit-sharing for cars delivered during August, September and October, 1915.

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